

Intimations.

DAKIN BROS. OF CHINA LIMITED.

CHEMISTS

AND

AERATED WATER

MANUFACTURERS.

DAKIN'S

LEMON

SQUASH.

THE FAVORITE

HOT WEATHER DRINK.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.

A. S. WATSON & CO., LD.

WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

PORTS. (For Invalids and general use.)

	Per Case.	Per Bot.
A Alto Douro, good quality, Green Capule.....	\$10	\$1.00
B Vintage, superior quality, Red Capule.....	12	1.10
C Fine Old Vintage, superior quality, Black Seal Capule.....	14	1.25
D Very Fine Old Vintage, extra superior, Violet Capule (Old Bottled).....	18	1.50

SHERRIES.

A Delicate Pale Dry, dinner wine, Green Capule.....	6	0.50
B Superior Pale Dry, dinner wine, Green Seal Capule.....	7.50	0.75
C Manzanilla, Pale Natural Sherry, White Capule.....	10	1.00
C C Superior Old Dry, Red Seal Capule.....	10	1.10
D Very Superior Old Pale Dry, choice old Wine, White Seal Capule.....	12	1.10
E Extra Superior Old Pale Dry, very finest quality, Black Seal Capule (Old Bottled).....	14	1.25

CLARETS.

A Superior Breakfast Claret, Red Capule.....	4	\$4.50
B St. Julien, Red Capule.....	4.50	5.00
C St. Julien, Red Capule.....	7	7.50
D La Rose, Red Capule.....	11	12.00

MADEIRA, HOCK AND CHAMPAGNES.

FULL PARTICULARS OF THE VARIOUS BRANDS IN STOCK ON APPLICATION.

BRANDY.

A Hennessy's Old Pale, Red Capule.....	\$13	\$1.20
B Superior Very Old Cognac, Red Capule.....	15	1.40
C Very Old Liqueur Cognac, Red Capule.....	20	1.75
D Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capule.....	30	2.50

SCOTCH WHISKY.

A Thorne's Blend, White Capule.....	8	0.75
B Watson's Glenorchy, Mellow Blend, Blue Capule with Name and Trade Mark.....	8	0.75
C Watson's Abouloir-Glenlivet, Red Capule with Name and Trade Mark.....	8	0.75
D Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capule.....	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capule.....	12	1.10

IRISH WHISKY.

A John Jameson's Old, Green Capule.....	8	0.75
B John Jameson's Fine Old, Green Capule.....	10	1.00
C John Jameson's Very Fine Old, Green Capule.....	12	1.10
Genuine Bourbon Whisky, fine old, Red Capule, with Name.....	10	1.00

GIN.

A Fine Old Tom, White Capule.....	4.50	0.40
B Fine Unswamped, White Capule.....	4.50	0.40
C Fine A. V. H. Geneva.....	5.25	0.50

RUM.

Finest Old Jamaica, Violet Capule.....	12	1.00
Good Lecward Island.....	\$1.50	per Gallon.

LIQUEURS.

Benedictine	Maraschino
Curaçao	Honey's Cherry Cordial
Chartreuse	Dr. Slegers' Angostura Bitters, &c.

PRICES ON APPLICATION.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY, HONGKONG A.D. 1841.

Hongkong 4th February, 1892.

BIRTHS.
At Shanghai on the 30th May, the wife of JOSE THOMAS DE SOUZA, of a daughter.
At Newchwang, on May 2nd, the wife of WILLIAM CREEK, of a daughter.
DEATHS.
At Newchwang, on May 18th, FLORENCE ROY, the dearly beloved wife of William Creek, L. M. Customs.

The Hongkong Telegraph.

HONGKONG, TUESDAY, JUNE 7, 1892.

SHAREBROKERS LET LOOSE.

We reproduced on Saturday from the *London and China Express* an article on the Hongkong Share Market. The article itself contains a few ordinary truisms, and the comforting information that Hongkong has the financial world in general as a companion in misfortune. For this bit of consolation we offer thanks, though we are of the opinion expressed by a late well-known river captain that "we don't want no damned sympathy." We would have passed by our London contemporary's remarks, but for their apparent "raison d'être." That "raison d'être" would seem to be a circular published on March 19th, 1892, by a local firm of sharebrokers, known as Messrs. COHEN and GROSS. We have a copy of this compilation, and whilst giving such credit as may be due to its compilers for their laborious arithmetical days and nights, we venture to say that as a commercial document it is not worth much. That its publication can have done any good to any one is extremely problematical; that it has weakened the knees of those already weak is fairly to be deduced.

That "figures don't lie" is an old saying, but it has a modern adaptation, which is that "figures can be made to show anything." Now supposing the base of figures in Messrs. COHEN & GROSS's circular to be correct, it follows as an arithmetical certainty that, if the process of subtraction has been correctly done, then the resultant figures showing a depreciation of \$18,268,000 must also be correct. But these are figures and only figures, and we do not think that their compilers took a sufficiently wide, backward, or even commonsense view of the subject they undertook to handle. The base upon which they started to work was, with a few exceptions, a mistake. To begin with, they fixed a point of departure, March 19th, 1891, and a point of arrival, March 19th, 1892, taking into account the course which the share market had been following for months previous to the 19th March, 1891, nor any notice of the causes which lead to the quotations given by them. Equally they give no sketch of the decline nor the causes which brought about the results which their circular shows. No figures, only figures! They undertook just such a labour as a school-boy wishing to be first in arithmetic would undertake.

We will take Hongkong and Shanghai Banks as one first instance to prove the instability of the base. That this stock was forced up by a clique of errant "bulls" must have been as well-known to Messrs. COHEN & GROSS as it was to everyone in the place interested in shares. That it was forced up with evil intent guided by supreme recklessness, wild exaggeration, and folly is as much a matter of common knowledge as the result of the failure of the forcing is a matter of common woe. But while the price was being forced up, whilst thousands of shares were being taken and paid for by the "bulls," surely there was some profit to somebody! Surely very considerable sums, many lakhs were "scooped in" by the sellers of these thousands of shares? And surely these profits, actually made and paid, should be counted in some measure against the great depreciation you figure out, Messrs. COHEN and GROSS? The profits were made and garnered. To be sure they were not made after your date of March 19th, but they were made before, and doubtless in many cases yet remain in safe custody.

We cannot go through the very lengthy list of shares in the circular; neither our own time nor our readers' patience would stand it, but we will generally draw attention to the fact that the starting quotations on which the first calculation is made were quotations which, though existing at the date, were the result of a forced and speculative business, which had been going on for months before. They were not the quotations of a sound and healthy market, but of a wildly speculative one. So with the quotations of the final date the 19th March, 1892. They are no more true than were the others. They were the effect of surfeit and nausea generally, but particularly the surfeit and nausea of a few.

Also, Messrs. COHEN and GROSS—seemingly for no other reason than to "foul their own nest" or to bring Hongkong sharebrokers and dealers prominently before the world as "mostly fools," help to swell their figures of depreciation by dragging in every cursed swindle for which Hongkong never was responsible beyond the shares they bought on good advice and sound recommendation. Heaven knows we have been fools all round; but give us a rest, Messrs. COHEN & GROSS, and we will "resurge," and don't you forget it. It does not follow that because some poor devil is compelled to drop the Bank market by a sale of 10 per cent under the rate that he lowers the whole capital of the Bank pro rata; nor does he raise it by a transaction of the opposite nature.

TELEGRAMS.

A PETROLEUM TANK STEAMER.

LONDON, June 3rd.
The *Murphy*, owned by Messrs. Samuels, the first steamer intended for the transport of petroleum in bulk through the Suez Canal, has been launched from Gray's shipbuilding yard at Hartlepool.

June 4th.
The OAKS, of 4,500 tons, the winner to receive 3,800 tons, the nominator of the winter 400 tons, the owner of the second 200 tons, and the owners of the third 100 tons, out of the race for three years old fillies, got, each about a mile and a half 194 subs.
Baron de Hirsch's br. L. La Fliche, by St. Simon—Quiver..... 1
Duke of Portland's b. f. The Smew, by St. Simon—Golden Eye..... 2
Colonel North's b. f. Lady Hermit, by Hermit or Galopah—Vellada..... 3

THE KAISER AND HIS GRANDMA.
The Emperor William will visit Queen Victoria at Osborne in July.

LOCAL AND GENERAL.

H.M.S. *Linnet* arrived at Shanghai on the 2nd inst.

H.M.S. *Redpole* arrived at Shanghai from Wuhu on the 3rd inst.

The Russian steamer *Orsk*, from Nagasaki, is at Hankow loading a cargo of tea for Odessa.

The silk ex R.M.S. *Empress of India*, from Hongkong 7th May, was delivered in New York on the 6th inst.

"AN OPEN LETTER" to the Directors of the Hongkong and Shanghai Banking Corporation will appear in to-morrow's *Telegraph*.

The steam-launch *Perseverance*, now under command of a Chinese skipper, is still running between Hongkong and the Holy City.

The P. & O. S. N. Co.'s steamers *Formosa* and *Nizam* left Singapore on the 5th inst., the former at 2.30 p.m., and the latter at 3.30, for this port.

The returns of the number of visitors to the City Hall Museum for the week ended June 5th, are—Europeans, 143; Chinese, 1,746; total 1,889.

It is notified in the *Gazette* that Lieut. John Trevelyan Sterling, of the Coldstream Guards, has been appointed *ad-acta-camp* to his Excellency Governor Sir W. Robinson.

An Emergency meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30, for 9 o'clock precisely. Visiting brethren are cordially invited.

We respectfully offer the Hongkong Government our hearty congratulations on having abolished the brutal regulations regarding the wearing of fetters in Victoria Gaol, sanctioned in October last year.

The Canadian Pacific Railway Co.'s Royal Mail steamer *Empress of Japan*, Capt. G. A. Lee, from Hongkong, left Yokohama for Vancouver this afternoon, having on board 125 saloon passengers.

The remains of H. E. Liu Jui-fen, formerly Chinese Minister to England and more recently Governor of Kwantung, left Shanghai on the morning of the 3rd inst. by the *Kiangyih*, for the home of the deceased.

On Sunday, the 29th ult., Singapore was visited by heavy rains, which flooded large tracts of country and covered some of the roads to a depth of three or four feet. The collection at church was the lowest on record.

The well-known Russian cruiser *Spivich*, with several swift torpedo-boats for Wladivostok, will appear in Far Eastern waters at an early date. Some of the torpedo craft are said to be capable of tearing through the briny at the rate of 26 knots per hour.

We regret to have to draw the attention of the officers of the new regiment, Our Very Own, to the conduct of their men when turned loose on this side. They seem unable to discriminate between respectable females and prostitutes, and a case has been brought before us in which a European lady was most grossly insulted.

When the *Empress of China*, which arrived here from Vancouver on Sunday morning last, entered the harbor, the detachment of the last trip across the Pacific, the British-class passengers presented the commander, Captain R. Archibald, R.N.R., with an address testifying their appreciation of the courtesy of himself and officers while en voyage.

Mr. Lo HOK-PANG, the late levanted commander of the H.M. & S. Bank, has been succeeded by Mr. Lau Yee-chien, J.P., of the Tong Shing Wo hong, a well known house in the San Francisco trade. The Bank has this time "locked the stable door" to the extent of \$100,000 cash and \$200,000 property, and not as stated by the *China Mail*.

It is reported that under instructions from the authorities of Lisbon, His Excellency the Governor of Macao has offered the Macao Opium Farm to the syndicate that offered the highest and most advantageous terms for the monopoly in March last. If this is so—and it appears credible enough—the old Farmer will have his provisional contract cancelled.

The police having been specially directed to come down like a thousand bricks on Manila lottery ticket-sellers, the detectives are called on working themselves almost to death in this holy mission. One of the "Force," John Green, who succeeded in catching a Chinaman on board the steamer *Fokien* yesterday afternoon, while he was endeavouring to dispose of a lucky number to the chief engineer, who wouldn't "take" a worth a cent. But the detective did, and the result was that the hapless heathen was fined \$25 by the Magistrate at the Police Court this morning. For the information of those who take a deep interest in the Manila "chance pigskin" it may be mentioned that the dealer attempted to destroy coupons No. 12,184 and 14,884, which may possibly be lucky shots in the next drawing, much to the disgust of the chief engineer who wouldn't deal.

We have to acknowledge receipt of the annual report of the Superintendent of the Botanical and Afforestation Department for the year 1891, which was laid before the Legislative Council this afternoon. It is not of sufficient interest to warrant our giving it space in our columns, in fact we are unable to see any justification for the Government having spent valuable time and money in publishing such purposeless rubbish. There is nobody in this colony who cares a tinker's what his name whether Chinese *Ng* or *Ng* is, and it is adding insult to injury to name down our throats Mr. Charles Ford's and Mr. Percy Groom's contributions to *Ng* finger to the *New Bulletin*. In its own particular line the Afforestation Department has done good work in Hongkong since Pope Hennessy's time, but it must stick to its own line of country or put up the shutters; local ratepayers have no money to provide for a purposeless botanical *Ng*. What the public would like to know, however, is the cost of the new session which has lately been built as a residence, etc. for Mr. Ford. Perhaps some one of the unofficial members will see fit to ask a question on this point at the first favourable opportunity next Session!

The Russian steamer *Peterburg* and *Saratoff*, from Hankow with tea for Odessa, passed Chikiang on May 31st.

The consul for Spain has kindly forwarded for publication a copy of a telegram received from Bolinas, dated 5.10 p.m., June 6th—"There is another centre of barometric depression in the China Sea." It will be as well to look out for a typhoon to-morrow.

COLOUR-SERGEANT Reynolds, of the Shropshire Light Infantry, who is in charge of the guard at Queen's Road barracks yesterday, suddenly dropped dead about 9 o'clock last night. The deceased had just completed his term of service. Cause of death supposed to be heart disease.

"CHINA'S SORROW" again on the war-path. About a fortnight ago the Yellow River overflowed its banks in Shanung province, owing to heavy rains, and great distress has been caused. The Taoist of Fengchau, Lai-chou, and Ching-chou has wired to the Shanghai Philanthropic Society for immediate relief.

The Poron coal mine, which is the richest coal mine in the Hokkaido, and which it will be remembered took fire in March last, continues to excite the anxiety of the Engineers in charge, the fire having baffled all efforts made thus far to extinguish it, notwithstanding the confident reports first made that the danger would soon be got under control.

The Free Ferry Office at Peking being in want of funds, the provincial authorities have issued a proclamation imposing an additional salt tax of four cash per picul. These free ferries, says the *Shanghai Mercury*, are notable institutions in China, and are usually endowed; some are maintained by subscription, which in the present case is inadequate, rendering necessary this increase of taxation.

Quite a strong North-easter burst upon the Colony yesterday afternoon and continuing up to the present time, is most welcome to all but a few boatmen who hadn't time to get out of the way and so fell in for a shake up and a ducking. We fear this pleasant change is too unseasonable to last long. Six Chinese were rescued from drowning at West Point yesterday by two Portuguese gentlemen.

The protection of Mr. D. S. Bessley by the Hongkong and Shanghai Bank at Yokohama for obtaining money under false pretences, promises to prove of considerable interest to shareholders of the great local bank. After Mr. Bessley has been "put through" we trust that a similar policy will be pursued in Hongkong with number of well-known backsliders who have obtained money under "false" pretences, or on *dogus* securities.

A CORRESPONDENT writes to our Shanghai morning correspondent under the date of May 21st:—Trade is falling off. Dear millet is said to be the chief cause. The price, 11s. 3.50 per 100, is much higher than usual, and unless we have prospects of a very good harvest all branches of business will suffer considerably, for the poor people and the cattle depend on the supply of millet. There is only one steamer in port, the *Seochow*, and only one sailing vessel, the barque *Elisabeth*.

REFERRING to our new Indian regiment, the *London Globe* says that there is some idea of reducing the difficulty as to linked battalions by eventually withdrawing the European garrison from Hongkong but also from the Straits Settlements and Ceylon. In this way three European battalions would be delivered by Indian regiments. Nothing will, however, be done until the Hongkong arrangement has been thoroughly tested. Should it prove quite satisfactory, the authorities may increase the number of Indian regiments and carry out this scheme.

The Foochow correspondent of the *N. C. Daily News* writes on May 28th:—"The arrivals of new tea crop are reported at 35,000 chests. But few must have been shown so far. The tea is nothing in these to lead to the expectation that the quality of the crop will be any better than last year. It is thought improbable that the market will open within a fortnight of the present time. All is quiet in the country. H.M.S. *Linnet* arrived here on the 30th inst. She will leave for the north after a few days' stay. Mr. Phillips, H.B.M. Consul, is settling from the office at the end of the month. He will be relieved by Mr. Hurst, who is here.

A RATTLENAKE, measuring some five feet in length, was seen entering the Naval Yard on Saturday evening last, and was instantly killed by the constable on duty at the gate—a bold young Highlander who has had some previous experience in snake-killing in Ceylon. It has been suggested that the reptile which met its fate on Saturday was a rattlesnake, but it is likely that it was a baple which was being fooled off by another young Scot in the police quarters; but we rather think that the slogan of "What a fiend we have in Jesus" by another convict, who has lately discontinued imbibing cantenporter and joined the Salvation Army, was the article that actually "fetched" Eve's old dum.

UNDER DATE May 30th the Nanjing correspondent of the *Shanghai Mercury* writes:—"The Christian Missionary Convention has taken place here, according to the programme circulated. The most interesting papers were 'Woman's Work' by Miss Slicker, and 'Eccelestical Work' by Rev. W. P. Bentley. The Viceroy returned last Friday and has already put to death another alleged member of the *Kola-Kola*. It is said that Li Hung, whose only crime seems to be that he was born a bad fellow, has been put to death by the Viceroy. It is likely that he will soon be set at liberty, a poorer but a wiser man. It is a common practice in China to trump up charges against such men, in order to get their money. It takes all the wealth they have to enable them to escape the clutches of the law. The proverb says: 'If you don't get into a lawsuit it is a priceless treasure.' Today is the great fifth moon festival, but everything remains quiet.

At the Police Court yesterday a Portuguese named da Rosa was charged with stealing money and clothing to the amount of \$280 from S. Redch, late travelling agent for Woodyear's circus, but now we understand, on his way to the Straits and Java with Japanese company of blowmen. The evidence showed that the prisoner travelled in the same cabin with the prosecutor, on board the *Canton* from Shanghai to Hongkong, and helped himself to the money from a box. On a search being made all over the ship, prisoner was found to have some of the money concealed about him. He stated that the cabin-boy stole the money and gave him \$17 as nothing. Prisoner had got a free passage by favour of Mrs. Jardine Matheson's hand at all. There was no evidence against the boy, who was accordingly dismissed, but the Portuguese was sent to goal for six months. The prosecutor has informed us that he attempted to levy blackmail on Messrs. Jardine, Matheson & Co. in the most impudent manner on the strength of this case, asking for a free passage to Penang, and threatening to expose him to the law if he refused. He was released. He further had the cheek to tell us that he was the "prince of thieves" that he would set us on their track, and even that he did not store them.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Mr. Fielding Clarke, Acting Chief Justice.)

June 7th.

JESSEN V. STEVENS.

This case was continued to-day, the parties being represented as before.

Capt. John Speechley, further cross examined by Mr. Francis, said he began getting up evidence for the defence in this case last year, under instructions from Mr. Stevens. Did not consider himself under Mr. Vogel any longer. When the vessel returned, who was no longer chartered by him. That was in July. He was not then getting up evidence for Vogel in his case against Stevens; that case was then quite ready. Did not commence getting it ready as soon as the *Amigo* started; did not know there was going to be a case. Had all the facts in his diary, as he always noted everything of this kind. Had a note of when he got the *Velos* ashore, the *Nepos* ashore, and the *Peking* in collision. He was not in charge at the time of the collision. It was not unusual to get the *Amigo* in Canton River. Witness thought the *Amigo* was in good condition when she went to Macao. He thought her slowness was due not to foul bottom, but to going a wrong course and not working boilers fully. Witness and Vogel went to Wai-er and told him so, but he would not believe it. After that, Vogel sent the telegram to Amoy, ordering the ship not to dock; this was not by advice of witness. They had conversation about the collision, but Amoy witness said they would not. Vogel said they would. Witness thought the increase of revolutions after leaving Honolulu was caused by using more steam. The ship might have got foul between Amoy and Honolulu, the course they went. The coal consumption, he thought, could not be as stated. Running below her full number of revolutions she must burn less. Witness came to China as able seaman originally. Got his master's certificate in 1869. Joined the Colonial Service as captain of a man-of-war—as master of an armed junk.

The witness then read extensive extracts from his diary, detailing his doings when the *Amigo* was being sent away. Mr. Francis pointed out that the style of the entries varied suspiciously, as if parts had been put in subsequently, for a purpose. Witness explained that it had all been written as it happened, but was not carefully prepared with a view to being read in Court. His Lordship:—That is what makes it the more valuable. After the reading of a large portion of the diary, his Lordship said that much of it was evidently written afterwards. Witness, further cross-examined, said all the entries were made within a few days of the periods referred to. He made notes of events on loose slips of paper, and copied them into the diary, almost day by day.

Re-examined:—Before this case came on, Vogel tried to arrange the dispute with Stevens by arbitration. Captain Clarke, of the *Huangshan*, said he had been 15 years in the steamship service. On September 24th last, there was a very heavy blow at Macao. The *Amigo* rolled considerably. In the summer months, especially September, the water along the Macao beach is comparatively fresh. Where the *Amigo* was lying, very likely the water would be half fresh. The *Huangshan* is two-thirds of her time in Macao waters. She docks every six months. Witness found only a slight growth of barnacles on such occasions. Ships foul badly in Hongkong, about the water line most easily, where the paint is more rubbed off.

Cross-examined:—Witness had known vessels be just where the *Amigo* was, but it was uncommon. Never knew steamers foul badly in Macao. Witness was on a steamer called the *Musa* some years ago in Hongkong which lay 15 or 16 days opposite the Canton wharf and fouled badly. Then she went to Achen, with little cargo, and went slowly, but witness could not remember any details.

In reply to the jury:—It was not a fact that the *Huangshan* was cleaned by often scrubbing on the bar at Macao. Capt. W. H. Walker, of the *Belga*, said that to go from Hongkong to Honolulu direct he would go through Formosa Channel, across the Eastern sea, and up to Hawaii 30. To Sailing. Cross he would take the same route. This he would get the Japan Steamship with him across the Pacific, and would be out of the trade winds coming from the east. The southerly course marked on the chart produced would not be a good one. Barnacles would grow more in warm water.

By the Court:—In a small steamer, going up Formosa Channel against a strong wind, with a very foul bottom, he would turn and go up under the lee of the island.

(Case proceeding.)

MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. There were present:—H. E. Sir W. Robinson, K.C.M.G., Governor; Mr. G. T. M. O'Brien (Colonial Secretary); Mr. W. C. Goodman (Attorney-General); Mr. F. A. Cooper (Director of Public Works); Mr. J. H. Stewart-Lockhart (Registrar-General); Mr. P. H. Murray (Acting Colonial Treasurer); Mr. H. Murray (Harbour Master); Messrs. T. H. Whitehead, C. P. Chater, E. R. Bellion, and Ho Kai.

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCE.

The Colonial Secretary laid on the table financial minutes recommending payment of \$1,500 for incidental expenses in the police department, \$27 for loss on exchange in the Gap Rock Telegraph works, \$1,200 for the gas (clothing) and \$5,000 passages, etc., for police, which were all referred to the Finance Committee.

REPORTS.

The reports of the Afforestation Department for 1891, and the report of a meeting of the Public Works Committee on May 22, 1892, were laid on the table.

THE PEAK OBSERVATORY.

In reply to Mr. Bellion the Colonial Secretary said the Government had no intention to establish an observatory at the Peak at present nor at any time until the completion of other more necessary public works.

THE WEATHER COMPENSATION BILL.

The Attorney-General said that he had received on Saturday suggestions for extensive alterations in this Bill, which was down for second reading to-day; but evidently the matter required further consideration, and it was necessary to avoid all hasty legislation, as proposed to be done by the Bill now under consideration. Mr. Chater said he had received suggestions from the public, and he had hoped that some settlement might be made, but Mr. Goodman and Mr. Francis could not agree; during the recess, however, the matter might be arranged, and he hoped it would.

The Bill was accordingly allowed to stand over.

FINANCE COMMITTEE.

The Council then resolved itself into Finance Committee, to consider the financial minutes referred to above: the Colonial Secretary presiding.

Mr. Whitehead suggested that in case of sterling payments the Treasury ought to call for tenders for exchange from the Banks.

The Chairman said that should be done. The Chairman explained at great length the Gap Rock arrangements. The *Daguer* light is to be abandoned when the *Waglan* light is finished—early next year probably. The approach of steamers will be signalled from Gap Rock to the Post Office, and thence to Kowloon, where signals will be hoisted.

Mr. Whitehead very strongly approved of the scheme. The Gap Rock cable cost \$37,000, and it ought to be put to some use. The improved signalling arrangements would be an immense boon to the Colony.

Mr. Chater endorsed the remarks of Mr. Whitehead, and the votes were passed. As the Council will probably not meet again until October it was agreed that the money be spent without further formal discussion in Council.

THE RECESS.

On the resumption of the sitting of Council, His Excellency said:—Gentlemen, I am glad to be able to release you for a time from further attendance in the Council without any prejudice to existing interests. This Session, if I may so call it—and I am fully impressed with the necessity for having a regular session—has been unusually short, but has not been a barren one. The few new Ordinances passed will, I hope, prove useful, and the amending Ordinances will at all events have the effect of allaying a certain amount of irritation to which the original Ordinances may have given rise. I have to thank the hon. unofficial

WRECK OF THE "JOHN MCLEOD."

The Nova Scotia ship *John McLeod*, Capt. Henderson, owned by Messrs. Troop & Co., of St. John's, N.B., which came here from New York with her cargo on the 2nd ult., left on the 25th in ballast for Hongkong. On the 28th she struck on the Frater Shoal, about 280 miles S.E. from here. The weather seems to have been calm and there is no explanation of her striking except that it was foggy. For three days the crew worked hard trying to get her off. She seemed to make no water, at first at any rate. Failing to get her off, five men were sent in a boat with the captain's wife, to make for Hongkong. On the way the chief officer and Mrs. Henderson were put on board a junk, in the expectation of getting her earlier; but as it happened, the boat arrived on Saturday morning, and the junk on Monday morning. Meanwhile, with commendable promptness, the gunboat *Firebrand* was sent by Commodore Palliser to render assistance, and was signalled by the *John McLeod* on Sunday morning about 90 miles out.

The *Firebrand* returned here from the stricken ship shortly after noon to-day and reported that she is not making any water. She is anchored in the lagoon, inside the reef, and is in want of a couple of junks into which to discharge ballast, when most probably she will float over and out. The *Firebrand* left some arms and ammunition with the Captain of the *John McLeod*. It is thought that she has floated off by this time; the prevailing east wind being favourable for the operation of hauling her off. Mr. Henderson is now safe and sound here on board the *Leonard Smith*.

THE "ACTIV" IN COLLISION.

The Danish steamer *Activ*, Captain Hygom, arrived here from Halphong on Sunday last after having been in collision with the French gunboat *Lutin* in Halphong. It seems that the *Activ* was riding at anchor in Halphong a week ago and was run into by the *Lutin* which carried away the starboard side, tore two awnings into ribbons, smashed the main rigging and, in fact, played "hot" generally. How the accident happened is rather difficult to explain, as it was a fine clear moonlight night and the *Activ's* idling light was burning brightly at the time the collision occurred. Necessary repairs to the steamer will be effected here at once.

NEWS BY THE AMERICAN MAIL.

The Occidental & Oriental Co.'s steamship *Belga*, Capt. Wm. H. Walker, with the American mails of May 10th, arrived in harbour on Sunday last. For the subjoined telegrams we are indebted to our San Francisco exchanges:—

LONDON, April 30th.

The Germans are hurrying up a new expedition to Victoria Nyanza. Count von Schweinitz has accepted command of the expedition, which consists of 6000 men. He takes the place of Oskar Duerck, who is seriously ill and unable to proceed. This expedition carries out material and other means for the construction of docks and roads on the shore of the lake.

It is all ready to start, and its departure cannot longer be delayed. While the Germans have control of all the lake, with the exception of the northern part, King has been pretty busy at Uganda, where King Mwanga, Stanley's old friend, has been deposed, and an English officer, Captain L. Lugard, has been nominated to reign in his stead.

Lord Randolph Churchill has issued a manifesto in which he sets forth his attitude on the labor question, a point hitherto undecided. The manifesto is in the form of a letter as a candidate for a seat in the House of Commons. Lord Randolph strongly supports the claims of labor, which, he says, is in a position to legislate for itself and not allow commerce to legislate for it. He wants the masters to control labor will be independent of all political parties, and the latter must recognize this fact.

The *Standard's* Buenos Ayres correspondent says: A member of the Government has assured me that no proposal has been or is likely to be made for a treaty between the United States and Argentina. He also authorized me to contradict the report that a secret agreement exists whereby Uruguay guarantees to provide a naval depot for the American navy. The United States has invited various South American republics, including Argentina, to establish a commercial league, and a discussion of the proposal is about to take place in the Argentine Congress.

Fecundity in art, with extreme mediocrity, or worse, is shown by this year's Royal Academy exhibition. Nearly 6000 works were rejected, yet the exhibition is very poor in quality. Many canvases hung are absolutely amateurish. Among the best works are a "St. Mary Magdalene" by Sir John E. Millar, Orchardson's "Napoleon at Longwood," Pettie's "Ulysses," Rivers' "Dead Hector," and Waterhouse's "Revenge of Circe." Alma-Tadema has two portraits not up to the level of his best work.

The Duke of Edinburgh is writing the music of a grand German opera, the libretto by "Carmen Sylva"—Queen Elizabeth of Roumania.

The court of inquiry investigating the stranding of the North German Lloyd steamer *Ida* ascribed the disaster to a mistake on the part of the navigating officer, whose soundings, it declares, were manifestly erroneous.

A very happy-looking man stepped jauntily out of the door of the State prison a few minutes before 9 o'clock this morning. He wore a suit of gray, a bow tie, and a light-colored hat. Near by stood a light buggy, to which was attached a team of magnificent brown horses, prancing about uneasily.

"Where are you going?" shouted the crowd of reporters together. The man called back: "I'm going to see my boy."

Such was the greeting of Ferdinand Ward on his return to the world, to which for six years and more he had been dead.

The Rome correspondent of the *Chronicle* says: The Pope has confirmed the decision of the Propaganda in favor of the plan advocated by Archbishop Ireland, allowing American Catholic schools to be taught by State teachers, religious instruction to be given after school hours, the object being to relieve Catholics of the burden of expense of separate schools.

At a meeting of workmen's delegates letters were read from Salisbury and Bedford, saying that they could not accept a deputation to look the claims for an eight-hour day. The letter from Gladstone said he would carefully consider the views of the trades unions, but thought the question was not yet ripe and hoped to be excused from conversation.

PARIS, May 2nd.

Conan, the Inspector of the French paymaster's department, states that he expects that ere long France will regain her old position as a "wage-paying country." He says that in thirty months the vineyards will comprise 5,000,000 hectares, which will be a larger area devoted to wine-growing than at any previous period.

At a meeting of the Cabinet to-day the Minister of Marine urged that the credit for the

navy be increased by 35,000,000 francs. The Finance Minister objected, saying that financial obstacles would make it impossible to grant the amount asked. Decision in the matter was deferred.

NEW YORK, May 2nd.

Colonel W. H. Gilder, who, with Lieutenant Schwatka, won fame in bringing back from northern regions information respecting Franklin and his expedition, again proposes to make a journey to the north, this time at the head of a party to make a magnetic survey of the region immediately surrounding the northern magnetic pole.

The American Geographical Society of this city, the National Academy of Sciences at Washington, members of the United States Coast Survey, and a number of other scientific men are interested in the proposed expedition. Although some funds have been pledged for fitting out the party and carrying on the work, nothing definite has been determined in the way of plans—the money required, the exact route, etc.

The fair for the benefit of the Actors' Fund opened in Madison-square Garden to-night. The western comedian Joseph Jefferson opened the fair officially. A. M. Palmer made a brief address on the work and objects of the fund. Jefferson and Booth then made addresses. It is said fully 10,000 people visited the garden to-night. The sales were \$11,800.

ST. PETERSBURG, May 2nd.

The dissemination of anarchist pamphlets is on the increase. These inflammatory publications blame the Czar and the Government for the famine and attendant miseries, and the "United States" are greatly increased at their circulation. A reward of 100,000 rubles has been offered for the apprehension of the printers, but so far the police have failed to discover them.

CHICAGO, May 2nd.

Henry Waterhouse of Honolulu is at the Palmer House awaiting the arrival of ex-Prime Minister Thurston, who comes to Chicago to arrange for the reproduction at the World's Fair of the great Hawaiian volcano, Mauna Loa.

The annexation of the Hawaiian Islands to the United States, said Waterhouse, is inevitable. It is a miracle should, however, lead the United States to decline its opportunity the islands will become the property of some one else. It is impossible for them to continue forever as an independent nation. The reasons for this have been frequently told. I can only add that, after forty years spent in Honolulu, I know that these reasons are well grounded. The natives want a republic. The Queen, however, will hold the throne until death removes her from it. The natives have no possible chance of establishing a republic nor of preventing annexation when the proper time comes. Their number is steadily diminishing, and, even now, there are at most but 40,000 of them.

"The vast body of the American residents are anxious for annexation, no matter what its opponents may say. The United States is nearer to us than any other country, and her interests in the islands are greater than those of any other country, but if she refuses us merely because annexation would necessitate expending for fortification what, in reality, those fortifications in the Pacific are just what she needs, why, we must look to England, France or Germany."

LIVERPOOL, May 2nd.

A dynamite cartridge was exploded on the threshold of Count Mincetti's residence this evening. The house and the building adjoining, which is the residence of General Lord of the Civil Guard, for whom it is thought the dynamite was intended, were partially wrecked. Fragments were torn up and all the windows within a radius of 200 yards were damaged. A German who fled just after the explosion was arrested, but denied being the author of the outrage.

NEW ORLEANS, May 2nd.

President Noel of the Olympic Club received a cablegram to-day from England announcing that Ted Pritchard, the English champion middle-weight, had accepted the invitation of the club to take the place of Jim Hall and fight Bob Fitzsimmons in September. As Fitzsimmons had already placed the matter in the hands of the Olympic and had expressed a willingness to fight in September, this settles the matter, and further negotiations with Hall will be dropped.

The programme of the big meeting is: Jack McAuliffe and Billy Meyer, lightweights, September 3rd, for \$10,000; Ted Pritchard and Bob Fitzsimmons, middle-weights, September 6th, for \$12,000; Sullivan and Jim Corbett, September 7th, for \$25,000, making the total of the purse hang up \$47,000.

GENEVA, May 2nd.

A Spanish sailing vessel, bound to Albufera, a Spanish penal settlement in the Mediterranean, was becalmed off the coast of Morocco, and was boarded and looted by a number of pirates.

LONDON, May 3rd.

The case involving the legal succession to the Earldom of Stamford, one of the oldest peerages in England, which has been before the House of Lords for some time, was decided to-day in favor of the present earl, the ninth holder of the title. The eighth earl, who died in June, 1869, left a son, whose mother was a niece of Cape Colony. The Earl married the niece, but the son was born prior to the marriage. The House of Lords' decision declares the son illegitimate, therefore he has no claim on the title. The son made no contest to establish his legitimacy.

The suspension is announced of Dominick and Morel, gratis merchants of Dunkirk, and Schliffert and Meyer of Hamburg and Rio Janeiro. The liabilities of each firm amount to \$50,000.

News was received to-day of a marine disaster at Sudroe, one of the Faroe islands in the North Atlantic. During a terrible storm three French schooners were driven ashore at a dangerous part of the coast of Sudroe, all the crews being lost.

NEW YORK, May 3rd.

The *Mail and Express* to-day admits that President Harrison's nomination is an assured fact. In support of this statement it relates a list of instructed delegates from compilations of figures received from State and district conventions already held, showing a total for Harrison of 302.

The paper continues as follows: "Private information received from others who either have been chosen as delegates or will be, and in the absence of instructions can vote as they wish, indicates that 211 have already put themselves forward intending to vote for Harrison. Additional delegates will be sent from States and Territories as follows: Arizona, Iowa, Maine, Massachusetts, Michigan, New Hampshire, New Jersey, New Mexico, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, Vermont, Virginia, Washington, West Virginia, Georgia and Maryland."

RIO JANEIRO, May 3rd.

The Government is taking active steps to put down the rebellion in the State of Mato Grosso, which State recently declared itself independent of the Federal Government. A fleet, consisting of six war-ships, accompanied by a transport with a strong force of troops, will shortly start for Mato Grosso for the purpose of suppressing the uprising.

WARSAW, May 3rd.

Out of 35,000 Polish emigrants who went to Brazil 1500 are reported as having returned. It is estimated that 18,000 Poles died in Brazil from yellow fever. Many had reports from Brazil diverted the stream of emigration to the United States, and it was increased by the recent bad harvests in Poland.

LONDON, May 4th.

At the annual meeting to-day of the London

and Lancashire Insurance Company, at Liverpool, the chairman declared that the business with the United States was worse than that with the rest of the world put together. Scarcely any company came out clear on its American business, and some were heavy losers. All the companies working in America, English and American alike, realized that the premiums did not bear due proportion to risks.

Owing to some cause or another, he should not attempt to state what the fire had increased alarmingly in 1891. The reason for this state of things it was not easy to see. There had been no great conflagrations, yet experts were unanimous in saying that they would have to go back to 1871 to find a parallel to last year's losses. Steps were being taken to raise premiums to a scale sufficient to offset the losses, which experience has proved to be inevitable.

PARIS, May 4th.

In the department of Drome to-day Mathias Hadeli was sentenced to death for the killing, in October, of Pere Hildebus, abbot in the Trappist monastery at Albugelle of Arc. In the course of the trial Mathias was revealed as one of the most remarkable of criminals.

For the last fifteen years he has passed from place to place on the continent, killing and blackmailing without rest. He speaks all the continental languages, and confesses to at least sixty crimes.

He began his criminal career in Copenhagen, as a pick-pocket. He tried to rob a bank, was suspected, and fled to Switzerland. To escape detection he entered a monastery near Bern, where he earned a reputation for exceptional piety. At the end of six months he stole part of the communion service, rifled the treasury of 5000 francs, and fled to Italy.

After squandering the money in Rome he entered another monastery, from which he disappeared shortly with several hundred francs' worth of silver plate. This robbery was committed near Florence.

Thence he went through Southern Italy and Sicily, alternately as highwayman and monk. Near Palermo he is said to have killed a man who resisted his attempt at robbery on the street.

From Italy Hadeli went to Berlin, where he robbed convents and churches. In Berlin he passed a few weeks in spending about 12,000 francs, which he had realized from his monastic life, and then proceeded to Hanover, where he joined an infantry regiment. He stole 800 marks from an officer at whose personal service he was placed, and deserted before the theft was discovered. He was captured while making his way toward the French border. He was then disguised as a monk, and had money concealed in the skirts of his habit. To avoid suspicion he was begging his way from door to door.

He was tried and sentenced to two years imprisonment. Sprung from prison, he was again captured by letting himself down over the wall at night. He went directly to Paris, where for a few months he was the most expert of confidence men. He was brought up one year ago as a Trappist brother in the monastery. He affected the utmost piety and gave to the order two or three hundred francs which he had with him when he entered it.

One night in the sixth month of his residence there he entered the room of Pere Hildebus, then abbot, and, taking with him 12,135 francs in notes and securities belonging to the order.

ST. PETERSBURG, May 4th.

At Vilna to-day six Jews and Jewesses were convicted of murdering babies entrusted to their care, and were sentenced to from six to twenty years of penal servitude. In many instances the murders were committed with the connivance of the mothers of the little victims.

The first clue to the murders was discovered in April, 1891, when the bodies of six children were found in the cesspool of a wretched hovel in Vilna. Further search led to the discovery of the remains of sixty-five infants. Forty-five men and women were arrested, and 350 witnesses were summoned to testify.

The dispatch from Vilna does not state whether all the prisoners were tried and only six convicted, but it is supposed that only six were tried. The prisoners have gained the colloquial name of "angel-makers."

SPRINGFIELD, May 4th.

The Illinois delegation to the Republican national convention will cast a solid vote for the renomination of President Harrison under the instructions of the Republican State convention if the recommendation of the committee on resolutions made to-night is carried out. At midnight the committee, by a vote of 18 to 2, decided to add a resolution to the platform endorsing in the warmest terms the administration of President Harrison and instructing the State delegation to vote as a unit for his renomination.

THE ICHANG CLAIMS.

(FROM OUR CORRESPONDENT.)

Hankow, May 30th.

The Viceroy's and Taotai's deputies are at present in Ichang considering the claims for indemnity of those whose properties were destroyed in the riot of last year. Their first offer was to pay at a reduction of 30 per cent. This being refused they made a further offer to pay at a reduction of 20 per cent. This also being refused, they then told the Consul that, although it took years to settle the claims, they would not be settled without reduction; and if that did not please him he could refer the matter to Peking. The Consul, however, is not going to be "bluffed" in this fashion, and we understand that he is determined to accept nothing short of the full sum claimed. Of course it would be an easy matter to make out claims subject to 30 per cent, or even 50 per cent, off for each claimant, but to pay a claimant a few local officials, but they would do so to prepare themselves for lively times.

It is by no means a settled question upon what rate of valuation claims ought to be made out. Some of the more scrupulous hold that burned goods should not be involved at more than they would fetch under the auctioneer's hammer; others that the proper figure to charge is their cost price; there are others again who hold that a fair figure would be the sum at which their owners would have been willing to part with the goods had they been given time to bargain. It would be well if an expression of opinion could be obtained as to which of these, if any of them, is the proper basis on which to construct claims, and also how much more might conscientiously be added in view of the inevitable reduction. No one knows how soon it may be his turn to have to make up a claim on his own behalf, and he will surely first clear up as to the principle on which to base it, he would be saved much perplexity.—*Shanghai Mercury*.

TIENTSIN RACING NOTES.

The N. C. *Daily News* correspondent writes under date May 31st:—

Our race meeting is now only a memory, and happily to most folk a pleasant one; there was no plunging, losses were small and were borne with that *sang froid* not to say contempt, which is engendered by a low exchange. When the "almighty" is down to 25 to 1 and tends towards a vanishing point, one can afford to lose a few with equanimity. Dollar stakes in the races for the (local name for the Pari Mutuel) are like twopenny points at which they give a nut to the game and are not missed if lost. The *Bege* of Queen Anne's Gate defined this to be the happy climax of moral and innocent gambling, and he

he is an acknowledged authority on all matters of morality and innocence his dictum settles the point. There was little or no betting on the course and very few "sweeps" were got up—this did not imply less interest in the sport but was probably the result of hard times. To quote the language of Weller, "the excellence of jist made up for the absence of the triflingness!"—never have we had such excellent racing. Dr. Ficker's long delayed (15 years) victory in the Maiden, which he obtained with Phantom, was received with enthusiasm, and truly the element which contributed most to the general enjoyment was the even way in which the results were distributed. Mr. James's victory in the Consolation Stakes which Baccarat carried off after a grand exhibition of bucking in front of the Grand Stand before the start; Mr. Brennan's success with Fly (owner up) in the "Victory" Cup; and Comte de Bezaure's win with Orion in the Northern Cup gave great satisfaction to the numerous friends who admire the place and determination with which gentlemen keep pegging away at the same old uphill game. Most people profess themselves unable to say which horse proved himself the hero of the meeting; Piebelan, Sendgraf and Scots Grey have each the absolute cast-iron conviction of their owners that the proud title is theirs, but besides this each has a coterie of admirers. The weight of evidence favours the (late) Peking horse, which he obtained with Phantom, was received with enthusiasm, and truly the element which contributed most to the general enjoyment was the even way in which the results were distributed. 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Commercial.

LATEST QUOTATIONS

Hongkong and Shanghai Bank—110 per cent. prem., buyers.
The National Bank of China, Ltd.—on £50.00 paid up—264 per cent. ditto, sellers.
The National Bank of China, Ltd.—Founders' shares, \$220 per share, buyers.
The Bank of China, Japan & the Straits, Ltd.—\$68 per share, sales and sellers.
The Bank of China, Japan & the Straits, Ltd.—Founders' shares, \$25 per share, sellers.
Chinese Imperial Loan of 1884, B—24 per cent. premium, sellers.
Chinese Imperial Loan of 1884, C—2 per cent. premium, buyers.
Chinese Imperial Loan of 1886, E—14 per cent. premium.
Union Insurance Society of Canton—\$89 per share, buyers.
China Trade Insurance Company—\$59 per share, buyers.
North China Insurance—Tls. 235 per share, ex. div., sellers.
Canton Insurance Company, Limited—\$97 per share, buyers.
Yangtze Insurance Association—\$102, buyers.
On Tai Insurance Company, Limited—Tls. 150 per share, buyers.
Hongkong Fire Insurance Company—\$270 per share, sellers.
China Fire Insurance Company—\$83 per share, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$31 per share, sellers.
China and Manila Steam Ship Company—27 per share, buyers.
Indo-China Steam Navigation Company, Limited—30 per cent. discount, sellers.
Douglas Steamship Company—\$77 per share, buyers.
The Steam Launch Co., Limited—nominal.
Hongkong and Whampoa Dock Company—\$77 per cent. premium, buyers.
Geo. Fenwick & Co., Limited—\$144 per share, sellers.
Hongkong Hotel Company—\$40 per share, sellers.
Hongkong Hotel Co.'s Six per cent. Debentures—\$50.
The Asahi Hotel and Building Company, Limited—\$7 per share, sellers.
The Shamrock Hotel Co., Limited—\$10 per share, sellers.
Panjion and Sunghie Dus Samanlan Mining Co.—90 cents per share, buyers.
The Raub Gold Mining Co., Limited—524 cents per share, sellers.
Imuri Mining Co., Limited—80 cents per share, buyers.
The Balmoral Gold Mining Co., Limited—nominal.
Tonquin Coal Mining Co.—\$180 per share, buyers.
The Jelelu Mining and Trading Co., Limited—\$44 per share, ex. div., sales and buyers.
The Selama Tin Mining Co., Limited—10 cents per share, sellers.
London and Pacific Petroleum Co., Ltd.—23 cents.
China Sugar Refining Company, Limited—\$132 per share, sellers.
Luson Sugar Refining Company, Limited—\$30 per share, buyers.
A. S. Watson & Co., Limited—\$16 per share, ex. div., sellers.
Crucible Bank & Co., Limited—\$10 per share, buyers.
Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.
The Kowloon Land Investment Co., Limited—\$8 per share, sellers.
The Hongkong Land Investment Co., Limited—\$8 per share, sellers.
The West Point Buildings Co., Limited—\$22 per share, sellers.
H. G. Brown & Co., Limited—\$37 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—\$50 per share, sellers.
Hongkong Rope Manufacturing Company, Limited—\$95 per share, buyers.
Hongkong Gas Company—\$120 per share, nominal.
Hongkong Ice Company—\$60 per share, sellers.
Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
The Hongkong Brick and Cement Co., Limited—\$80 per share, nominal.
The Green Island Cement Co.—\$8 per share, sellers.
The Hongkong Electric Light Co., Limited—\$34 per share, sellers.
The Hongkong Steam Laundry Co., Limited—\$8 per share, nominal.
The Hongkong High-Level Tramway Co., Limited—\$50 per share, sellers.

EXCHANGE

ON LONDON—Bank, T. T. 2/10 1/2
Bank Bills, on demand 2/10 1/2
Bank Bills, at 4 months' sight 2/11
Credits at 4 months' sight 2/11 1/2
Documentary Bills, at 4 months' sight 2/11 1/2
ON PARIS—Bank Bills, on demand 3/62
Credits, at 4 months' sight 3/71
ON INDIA—T. T. 22 1/2
On Demand 22 1/2
ON SHANGHAI—Bank, T. T. 7 1/2
Private, 30 days' sight 7 3/4

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. J. G. H. Amherst. Mr. James Mitchell.
Mr. I. Bouquet. Rev. J. M. Martin, B.A.
Mr. & Mrs. R. Bowden. Capt. Palmer.
and family. Mr. Y. Pella.
Rev. A. B. Bitten. Mr. E. B. Shaw.
Mr. Chaudet. Mr. E. B. Shaw.
Mr. S. N. Cohen. Mr. E. B. Shaw.
Mr. Corbett. Mr. E. B. Shaw.
Mr. Juan S. Herrera. Mr. E. B. Shaw.
Mr. E. Kruell. Mr. W. T. Tait.
Mr. J. Kug. Capt. Tillet.
Mr. Morgan. Mr. F. Vogel.
Mr. T. Mitchell.

Shipping.

ARRIVALS

BISAGNO, Italian str., 1,408, L. Biscini, 4th June—Bombay 17th May and Singapore 28th, General—Carroll & Co.
TOONAN, Chinese steamer, 938, J. Wallace, 4th June—Shanghai 1st June, General—C. M. S. N. Co.
WOLY, German gunboat, 4th June—from a cruise.
WHAMPORA, British steamer, 1,099, 4th June—Wuhu 31st June, Rice—Butterfield & Swire.
MONKNEY, British steamer, 850, 4th June—Bangkok 28th May, and Koh-chang 30th, General—Yuen Fat Hong.
KEMARALA, British steamer, 966, G. A. Taylor, 4th June—Manila 2nd June, General—Sheehan & Co.

BELOIC, British steamer, 2,695, Wm. H. Walker, 5th June—San Francisco 10th May, and Yokohama 30th, Mail and General—O. & O. S. S. Co.
ELIZABETH GRAHAM, British bark, 59, Chas. "Order," 5th June—Albany (W.A.), 29th April, Sandalwood and Root—Order.
FUSHUM, Chinese steamer, 1,245, Lancaster, 5th June—Canton 5th June, General—C. M. S. N. Co.
KWONGSANG, British steamer, 980, W. Sleeman, 5th June—Canton 5th June, General—Jardine, Matheson & Co.
THALES, British steamer, 820, J. Lewis, 5th June—Taiwan 2nd June, Amoy 3rd, and Swatow 4th, General—D. Laprice & Co.
EMPEROR OF CHINA, British steamer, 6,000, R. Archibald, 5th June—Vancouver 15th May, via Yokohama, and Shanghai and May, Mail and General—Dodwell, Carill & Co.
CANTON, British steamer, 1,110, T. Sellar, 5th June—Shanghai 1st June, and Swatow 4th, General—Jardine, Matheson & Co.
TITARKOS, German steamer, 1,576, W. Breitung, 5th June—Moll 29th May, Coals—Stemmen & Co.
NIERSTEIN, German steamer, 731, L. Albert, 5th June—Newchwang, via Chefoo 29th May, Beans and General—Melchers & Co.
NANSHAM, British steamer, 805, J. Blackburne, 5th June—Saloon 2nd June, Rice—Hop Hing Hong.
SUNOKIANG, British steamer, 994, C. B. N. Dodd, 5th June—Manila 3rd June, General—Butterfield & Swire.
KWANTUNG, Chinese steamer, 1,508, R. T. Lincoln, 5th June—Shanghai 3rd June, General—C. M. S. N. Co.
ARDAY, British steamer, 1,080, J. Thorne, 6th June—Wuhu 1st June, Rice—Jardine, Matheson & Co.
WUOTAN, German steamer, 1,016, A. Ott, 6th June—Saloon 2nd June, Rice—Wieder & Co.
ACTIV, Danish steamer, 355, H. Hygom, 6th June—Haitphong 3rd June, Rice—A. R. Marty.
AJAX, British steamer, 1,471, Rawlings, 6th June—Japan 1st June, General—Butterfield & Swire.
CHELYDRA, British steamer, 1,574, Cass, 6th June—Calcutta 22nd May, and Singapore 29th, General—Jardine, Matheson & Co.
KONGSKE, British steamer, 696, H. McGill, 6th June—Menado 31st May, Timber and Rattans—Order.
ANCONA, British steamer, 1,888, W. D. Mudie, 6th June—Yokohama 28th May, Mail and General—O. & O. S. S. Co.
VUENSANG, British steamer, 1,106, Jones, 6th June—Canton 6th June, General—Jardine, Matheson & Co.
TAT-VICK, German steamer, 903, N. Enke, 7th June—Chefoo 2nd June, Beans—Meyer & Co.
THAMES, British steamer, 2,101, W. A. Seaton, 7th June—Shanghai 4th June, Mail and General—P. & O. S. N. Co.
WOSANG, British steamer, 1,127, Sawyer, 7th June—Canton 7th June, General—Jardine, Matheson & Co.
WOOSUNG, British steamer, 1,109, J. B. Harris, 7th June—Canton 7th June, General—Butterfield & Swire.
KRIEMHILD, German steamer, 2,000, T. Ehlers, 7th June—Kobe 1st June, General—Stemmen & Co.
LOO SOK, British steamer, 1,020, A. Benson, 7th June—Bangkok 1st June, General—Yuen Fat Hong.
AMOV, German steamer, 815, Lehmann, 7th June—Wuhu 1st June, General—Stemmen & Co.

CLEARANCES AT THE HARBOUR OFFICE.
CHUAN, German steamer, for Halphong.
CICERO, British steamer, for Saigon.
FUSHUM, Chinese steamer, for Shanghai.
YUNNANG, British steamer, for Swatow.
Wandering Jew, American ship, for Manila.
Lancelot, British steamer, for Saigon.
Vendita, British steamer, for Singapore.
Devawongse, British steamer, for Swatow.
Arratoon Apar, British str., for Singapore.

DEPARTURES.
June 4, Porpoise, British cruiser, for Manila.
June 4, Ly-le-moon, German str., for Canton.
June 5, Agamemnon, British steamer, for Singapore, &c.
June 5, Rio, German steamer, for Saigon.
June 5, Charliers Tours, British steamer, for Kutchinoto.
June 5, Whampoa, British str., for Canton.
June 5, Chungking, Chinese str., for Canton.
June 5, Maybo, Chinese steamer, for Swatow.
June 5, Kowloon, British str., for Shanghai.
June 5, Freix, Danish steamer, for Hallow, &c.
June 5, Benild, British steamer, for Shanghai.
June 6, Bongo, Portuguese gunboat, for Macao.
June 6, Nierstein, German str., for Canton.
June 6, Canton, British steamer, for Canton.
June 6, Arday, British steamer, for Canton.
June 6, Toonnan, Chinese steamer, for Canton.
June 6, Nanchang, British steamer, for Swatow.
June 6, Swatow, British str., for Newchwang.
June 7, Peking, British steamer, for Swatow.
June 7, Freix, British steamer, for Saigon.
June 7, Vendita, British str., for Singapore, &c.
June 7, Arratoon Apar, British steamer, for Singapore, &c.

PER TAIYICH, str., from Chefoo—1 Chinese.
Per Kongrei, str., from Menado—7 Chinese.
Per Taiyich, str., from San Francisco, &c.—Mr. and Mrs. Francis Cass, and Mr. F. Bowles.
Per Blagnio, str., from Bombay, &c.—203 Chinese.
Per Toonnan, str., from Shanghai—31 Chinese.
Per Monkhut, str., from Bangkok, &c.—5 Chinese.
Per Emerald, str., from Manila—Messrs. Vogel, Glover, and 33 Chinese.
Per Thales, str., from Taiwan, &c.—20 Chinese.
Per Emperor of China, str., from Vancouver, &c.—Capt. A. Tillet, Mr. E. Ching Cheong, and 30 Chinese.
Per Canton, str., from Shanghai, &c.—35 Chinese.
Per Looh So, str., from Bangkok—83 Chinese.
Per Nanchang, str., from Saigon—13 Chinese.
Per Sunghang, str., from Manila—Mr. Roebelen, and 14 Chinese.
Per Kwangli, str., from Shanghai—124 Chinese.
Per Arday, str., from Wuhu—10 Chinese.
Per Whampoa, str., from Saigon—38 Chinese.
Per Activ, str., from Halphong—10 Chinese.
Per Chelydra, str., from Calcutta, &c.—Messrs. Giles, Yorks, Lindler, and 311 Chinese.
Per Ancona, str., from Yokohama—Messrs. H. Jeffries, Coughtrie, C. W. Darby, and 5 Chinese.
Per Whampora, str., from Nagasaki—Messrs. Gibbs, Eyre, and Ken Cheong.
Per Kemarala, str., from Yokohama for Brindley—Mr. Ballagh.
Per Toonnan, str., from Higo for Bombay—Mr. Joseph Janel.
Per Thames, str., from Shanghai for Hongkong—Messrs. Low Jan, Chas. Hoek Hong, Chai Bla Leong, D. E. Sisson, M. Whelan, G. Tomlinson, & 104 Chinese.
Per Looh So, str., from Hongkong for London—Mr. W. Holland.

REPORTS.

The German steamer *Krimhild* reports that she left Kobe on the 1st instant. Had strong north-east winds and rain.
The German steamer *Nierstein* reports that she left Newchwang, via Chefoo, on the 29th ultimo. Had strong north wind and heavy sea.
The British steamer *Chelydra* reports that she left Calcutta on the 2nd ultimo, and Singapore on the 29th. Had squally weather and heavy rain.
The Chinese steamer *Kwongli* reports that she left Shanghai on the 3rd instant. Had unsettled weather and light variable winds with smooth sea throughout.
The British steamer *Emerald* reports that she left Manila on the 2nd instant. Had fine pleasant weather throughout, and moderate north-east to south-west winds.
The British steamer *Belgic* reports that she left San Francisco on the 10th ultimo, and Yokohama on the 30th. Had moderate variable winds and squally weather throughout.
The British steamer *Arday* reports that she left Wuhu on the 1st instant. From Wuhu to Breaker Point had light wind and fine weather; thence to port had heavy rain.
The British steamer *Nanchang* reports that she left Saigon on the 2nd instant. Had fine weather and light variable winds throughout, and calm seas.
The British steamer *Wingang* and *Slant off Canavella*.
The British steamer *Sunghang* reports that she left Manila on the 3rd instant. Had light breeze and fine weather throughout the passage. On the 5th instant at 11.15 a.m., passed a British man-of-war bound south-east.
The Chinese steamer *Toonnan* reports that she left Shanghai on the 1st instant. Had light to variable southerly to south-west breeze and smooth sea with pleasant weather. From White Dogs to Ocksen foggy weather throughout the passage.
The British bark *Elizabeth Graham* reports that she left Albany (W.A.), on the 29th April. Had fine weather all the way, and smooth water.
The British steamer *Monkhut* reports that she left Bangkok on the 28th ultimo, and Koh-chang on the 30th. Had fresh south-west winds and rain to Palo Obo. From there to Hongkong had moderate and light variable winds and clear weather.
The British steamer *Canton* reports that she left Shanghai on the 1st instant, and Swatow on the 4th. Had light south-east breeze with dull and hazy weather and light rain to White Dogs, thence to Chapel Island had dense fog and light breeze; thence to port had fine light south-east breeze and clear weather.
The British steamer *Thales* reports that she left Taiwan on the 2nd instant. Had moderate south-west breeze to Chapel Island; thence to Hengau had thick fog. Left Amoy on the 3rd. Had light south-east breeze to port. Left Swatow on the 4th and had moderate south-west breeze and fine weather to port.

MAIL WILL CLOSE

For Swatow, Amoy, and Taiwan—Per *Thales* to-morrow, the 8th at 11.30 A.M.
For Amoy and Manila—Per *Sunghang* to-morrow, the 8th instant, at 2.30 P.M.

SHIPPING IN HONGKONG.

ABADAO, Japanese steamer, 1,521, H. Selck, 4th June—Nagasaki 30th May, Coals—Mitsui Bishi Colliery.
BATAVIA, British steamer, 1,661, J. R. Hill, 30th May—Portland, Oregon, 24th April, General—Dodwell, Carill & Co.
CHUBANG, German steamer, 623, W. Wendt, 4th June—Halphong and June, General—A. R. Marty.
DON JOAN, Spanish steamer, 654, R. Beltran, 27th May—Manila 21st May, General—Erando & Co.
GENERAL WERDER, German steamer, 3,026, B. Blanke, 28th May—Yokohama 20th May, Beans and Nagasaki 24th, Mail and General—Stemmen & Co.
HAIPHONG, British steamer, 1,120, W. Y. Hunter, 1st June—Moll 28th May, Coals—D. Laprice & Co.
LANCLOT, British steamer, 1,564, Cass, 25th May—Saloon 21st May, General—Ara-hold, Karberg & Co.
OORVIA, British steamer, 419, J. M. Daly, 23rd May—Singapore 16th May, General—Butterfield & Swire.
PALM, British steamer, 1,560, W. Taylor, 4th June—Kobe 28th May, General—Gibb, Livingston & Co.
SHEHAN, British steamer, 845, E. F. Storey, 4th June—Saloon 31st May, Rice—Klen Tye Loong.
STRATHALLAN, British steamer, 1,480, R. McKenzie, 25th May—Batoum 14th May, Petroleum—Jardine, Matheson & Co.
TAT-CHONG, German steamer, 826, Splizen, 3rd June—Saloon 30th May, Rice—Meyer & Co.
TORRINGTON, British steamer, 1,162, Geo. R. Bewick, 2nd Feb.—Hampden 24th April, Coal and General—Dodwell, Carill & Co.
TATUNG, German steamer, 674, J. Bruhn, 4th June—Pakhoi 1st June, and Hallow 3rd June—Ed. Schellhaus & Co.
ZAMBEZI, British steamer, 1,690, Edwards, 8th May—Victoria, B.C., via Honolulu and April, General—Gibb, Livingston & Co.

ADOLPH, German bark, 567, Westergaard, 28th April—Hampden 17th Dec., General—Ara-hold, Karberg & Co.
AMON, Norwegian bark, 624, A. Christensen, 24th May—Rajah 1st May, Timber—Ed. Schellhaus & Co.
CHAMBER, American ship, 1,706, J. W. Holmes, 14th May—New York 30th Nov., Kerosene Oil—Jardine, Matheson & Co.
CITY OF BELFAST, British steamer, 1,418, D. McAlpin, 2nd June—Batoum 22nd April, Kerosene Oil—D. Sisson, Sons & Co.
COLUMBIA, German ship, 1,220, F. Stover, 28th May—Singapore 19th May, Ballast—Melchers & Co.
MARK TAYLOR, British steamer, 1,598, C. E. Dukes, 1st June—New York 23rd Dec., Kerosene Oil—Hewitt & Co.
MCLINTOSH, American ship, 1,343, Frank L. Oakes, 25th May—New York 3rd January, Kerosene Oil—Jardine, Matheson & Co.
OMIDA, British bark, 720, W. Brown, 8th May—Callao 27th March, General—Order.
PENTON, British bark, 773, Jackson, 7th May—Saloon 20th April, Coals—Order.
SPINAWAY, British three-masted schooner, 125, J. Garrick, 31st May—Canton (W.A.), 15th April, Sandalwood—Stemmen & Co.
TANAKA, British bark, 1,500, H. Kemmet, 27th May—Guluanyang 16th May, Timber—Order.
WANDERING JEW, American ship, 1,550, D. C. Nichols, 12th May—New York 18 Dec., Kerosene Oil—Jardine, Matheson & Co.
Wm. J. SMYTH, American ship, 1,600, T. B. Brown, 16th March—New York 10th Oct., Kerosene Oil—Jardine, Matheson & Co.
Wm. J. ROTCH, American ship, 1,661, Geo. L. Ray, 28th April—San Francisco 7th March, Ballast—Order.

Intimations.

THE IMPERIAL HOTEL LTD.

C. S. ARTHUR, Manager.

TOKIO, JAPAN.

THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and amusement of guests. The attractions of Tokyo are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, worders and jugglers make the capital their headquarters.

RATES, \$3 TO \$450 PER DAY.

C. S. ARTHUR, Manager.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.

City of Peking Saturday, 25th June.

City of Rio de Janeiro Tuesday, 19th July.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 25th June, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.

From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, Oreg. \$125.00

To Liverpool and London 315.00

To Paris and Bremen 345.00

To Havre and Hamburg 335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.

Kansas City, Mo., Omaha, Neb. 285.00

St. Louis, Mo. 295.50

St. Paul, Minn., Minneapolis, Minn. 295.50

Chicago, Ill. 295.50

Milwaukee, Wis. 295.50

Cincinnati, Ohio 302.50

Columbus, Ohio 302.50

Cleveland, Ohio 302.50

Pittsburg, Penn. 302.50

Toronto, Canada 302.50

Niagara Falls, N.Y., Buffalo, N.Y. 311.00

Washington, D.C., Baltimore, Md. 317.00

Montreal, Canada 317.00

Philadelphia, Penn. 317.00

New York 317.00

Boston, Mass. 317.00

Portland, Maine 317.00

All the above Rates are in Mexican Dollars. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service to European Officers in service of China and Japan, and to Government officials and their families. Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways. Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates—

4 months \$337.50

12 months \$395.75

Time is reckoned from date of issue to date of embarkation at San Francisco. Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's sailing and connecting Steamers. All Passengers should be marked to address in full and name will be received at the Company's Office until 7 P.M. the day previous to sailing. For further information as to Passage or Freight, apply to the Agency of the Company, No. 72 Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 4th June, 1892.

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THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ship Owners and Captains, who coal their panthers direct from the Undergravel—

FRESHNESS of the coal.

UNIFORMITY of quality.

FREEDOM from impurities.

Supply in any quantity on shortest notice.

BEST of weight.

ITSUITS, RUSSIAN, KAISHA, Sole Agents.

Yokohama, 4th April, 1892.

Printed and Published by ROBERT FRASER, SMITH, No. 6, Pedder's Hill, in the city of Victoria, Hongkong.

NOTICE.

JAY'S SANITARY COMPOUNDS COMPANY, LIMITED.

JAY'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undergravel have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, of Wholesale Prices. Special terms for Shipping and large Orders.

SH. ROBERT RAWLINGS, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, 1877.

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 4th June, 1892.

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M. R. WONG TAI-FONG, Surgeon Dentist. (Formerly articled Apprentice, and latterly assistant to Dr. ROBERTS.) HAS REMOVED TO THE NEW BUILDINGS, QUEEN'S ROAD, (Above Messrs. Danks' Bank of China, Ltd.) CONSULTATION FREE.

Hongkong, 27th July, 1891.

Mails.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(Subject to Alteration).

Empress of China | Saturday... | June 18th.
Empress of India | Saturday... | July 9th.
Empress of Japan | Saturday... | July 30th.

THE R. M. S. "EMPEROR OF CHINA," R. Archibald, Commander, sailing at Noon, on SATURDAY, the 18th June, 1892, with Her Majesty's Mails, will proceed to VANCOUVER via SHANGHAI, KOBE INLAND SEA and YOKOHAMA.

RATES OF PASSAGE (in Mexican Dollars) FROM HONGKONG, FIRST CLASS.

TO	Prepaid return.	4 mos.	12 mos.
Vancouver, Victoria, Esquimaux, New Westminster, B.C., Port Townsend, Seattle, Tacoma, Wash., Portland, Ore., San Francisco, Banff, Calgary, Alton, Winnipeg, Man., To Minneapolis, St. Paul, Duluth, Minn., Chicago, Ill., Kansas City, St. Louis, Mo., Milwaukee, Wis., Cincinnati, Mich., Cleveland, Columbus, O., Hamilton, London, Toronto, Ont., Buffalo, Niagara Falls, N.Y., Kingston, Ottawa, Ont., Montreal, Quebec, Que., New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Pa., Washington, D.C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via Liverpool, via Liverpool and London.	225	338	394
Belgium (via Honolulu).....	275	413	483
Galle.....	285	428	499
London.....	295	443	517
Paris.....	305	458	534
San Francisco.....	310	465	543
Shanghai.....	325	475	550
Yokohama.....	335	485	560
Hongkong.....	345	495	570

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steamer Fares and Rates to other places, quoted on application. The Steamers call at Victoria to land and embark passengers. Return Tickets—Time limit for prepaid return tickets is reckoned from date of issue to date of re-embarking at Vancouver. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers. Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European officials in service of China and Japan, and to Government officials. Canada—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports. Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C. Passengers must be sent to the Company's Office with addresses marked in full by 5 P.M. on the day previous to sailing. For further information as to Passage or Freight, apply to E. HOLLOWAY, General Agent, Office, Pedder's Street, Hongkong, 10th May, 1892.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(Subject to Alteration).

Batavia Saturday... | June 11th.
A Steamer Saturday... | July 2nd.
Parthia Saturday... | August 13th.
A Steamer Saturday... | September 3rd.

AND THEREAFTER THE PERMANENT SERVICE OF THE COMPANY'S REGULAR STEAMERS.

THE Steamship "BATAVIA," Captain Hill, sailing at Noon, on SATURDAY, the 11th June, will proceed to VICTORIA, B.C., and TACOMA, via KOBE and YOKOHAMA. Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports. Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad, Tacoma, Wash. Passengers must be sent to our Office with addresses marked in full by 5 P.M. on the day previous to sailing. For further information as to Passage or Freight, apply to DODWELL, CARILL & Co., Agents, Hongkong, 21st May, 1892.

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